

## Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a large increase in the number and proportion of drivers over the age of 45.

| <b>Table 15</b><br><b>Age Distribution of Licensed Drivers: 1990, 2000, 2002</b> |             |             |             |                             |                             |
|--|-------------|-------------|-------------|-----------------------------|-----------------------------|
| <b>Age</b>   | <b>1990</b> | <b>2000</b> | <b>2002</b> | <b>Change<br/>1990-2002</b> | <b>Change<br/>2000-2002</b> |
| 15*  | 3,478       | 9,406       | 4,223       | 21.4%                       | -55.1%                      |
| (%)  | 0.5%        | 1.1%        | 0.5%        |                             |                             |
| 16-24  | 123,114     | 156,485     | 150,554     | 22.3%                       | -3.8%                       |
| (%)  | 17.4%       | 17.5%       | 16.5%       |                             |                             |
| 25-34  | 151,625     | 154,133     | 158,555     | 4.6%                        | 2.9%                        |
| (%)  | 21.4%       | 17.3%       | 17.4%       |                             |                             |
| 35-44  | 153,976     | 178,401     | 173,847     | 12.9%                       | -2.6%                       |
| (%)  | 21.8%       | 20.0%       | 19.1%       |                             |                             |
| 45-54  | 100,258     | 167,821     | 175,943     | 75.5%                       | 4.8%                        |
| (%)  | 14.2%       | 18.8%       | 19.3%       |                             |                             |
| 55-64  | 76,255      | 106,190     | 119,672     | 56.9%                       | 12.7%                       |
| (%)  | 10.8%       | 11.9%       | 13.1%       |                             |                             |
| 65+  | 98,967      | 120,516     | 128,458     | 29.8%                       | 6.6%                        |
| (%)  | 14.0%       | 13.5%       | 14.1%       |                             |                             |
| TOTALS   | 707,673     | 892,952     | 911,252     | 28.8%                       | 2.0%                        |

*\*On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.  
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 4 months after completing a driver's training course; during the 4 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 4 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present.

## Driver Age and Collision Involvement

| <b>Table 16</b><br><b>Driver Age as a Factor in Collisions: 2002</b>   |                  |       |                           |       |              |  |       |              |
|--|------------------|-------|---------------------------|-------|--------------|--|-------|--------------|
| Age  | Licensed Drivers |       | Drivers in All Collisions |       |              | Drivers in Fatal and Injury Collisions |       |              |
|  | Number           | %     | Number                    | %     | Involvement* | Number                                 | %     | Involvement* |
| 15   | 4,223            | 0.5%  | 265                       | 0.6%  | 1.3          | 100                                    | 0.6%  | 1.3          |
| 16   | 11,506           | 1.3%  | 1,260                     | 2.8%  | 2.2          | 427                                    | 2.5%  | 2.0          |
| 17   | 16,026           | 1.8%  | 2,010                     | 4.5%  | 2.6          | 800                                    | 4.7%  | 2.7          |
| 18   | 17,284           | 1.9%  | 2,200                     | 4.9%  | 2.6          | 864                                    | 5.1%  | 2.7          |
| 19   | 18,011           | 2.0%  | 2,016                     | 4.5%  | 2.3          | 826                                    | 4.8%  | 2.4          |
| 20   | 17,834           | 2.0%  | 1,590                     | 3.5%  | 1.8          | 609                                    | 3.6%  | 1.8          |
| 21   | 17,083           | 1.9%  | 1,470                     | 3.3%  | 1.8          | 541                                    | 3.2%  | 1.7          |
| 22   | 18,369           | 2.0%  | 1,452                     | 3.2%  | 1.6          | 582                                    | 3.4%  | 1.7          |
| 23   | 17,752           | 1.9%  | 1,283                     | 2.9%  | 1.5          | 476                                    | 2.8%  | 1.4          |
| 24   | 16,689           | 1.8%  | 1,137                     | 2.5%  | 1.4          | 412                                    | 2.4%  | 1.3          |
| 25-34  | 158,555          | 17.4% | 8,288                     | 18.5% | 1.1          | 3,194                                  | 18.7% | 1.1          |
| 35-44  | 173,847          | 19.1% | 7,378                     | 16.5% | 0.9          | 2,827                                  | 16.6% | 0.9          |
| 45-54  | 175,943          | 19.3% | 6,207                     | 13.9% | 0.7          | 2,433                                  | 14.3% | 0.7          |
| 55-64  | 119,672          | 13.1% | 3,598                     | 8.0%  | 0.6          | 1,356                                  | 7.9%  | 0.6          |
| 65-74  | 74,604           | 8.2%  | 1,877                     | 4.2%  | 0.5          | 693                                    | 4.1%  | 0.5          |
| 75+  | 53,854           | 5.9%  | 1,605                     | 3.6%  | 0.6          | 631                                    | 3.7%  | 0.6          |
| Not Stated or Other  |                  |       | 1,165                     | 2.6%  |              | 290                                    | 1.7%  |              |
| <b>TOTALS</b>  | <b>911,252</b>   |       | <b>44,801</b>             |       |              | <b>17,061</b>                          |       |              |
| <i>* Involvement is calculated by dividing the percent of drivers in collisions by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i> |                  |       |                           |       |              |  |       |              |

Drivers, ages 19 and under, were 2.7 times as likely as all other drivers to be involved in fatal or injury traffic collisions. This age group comprised 7.4% of all licensed drivers and accounted for 17.3% of drivers in all collisions and 17.7% of drivers in fatal and injury collisions.

In 2002, the number of 15 year old drivers in collisions was 77% lower than in 2000 and the number of 15 year old licensed drivers remained 54% lower than 2000 numbers. The number of 16 year old drivers in collisions was 20% lower than in 2000, while the number of 16 year old licensed drivers was 26% lower than 2000 numbers. These decreases are due, largely, to the graduated driver's license law (Idaho Code 49-307 section 5) that strengthened requirements necessary to obtain a driver's license for new drivers under 17 years of age.

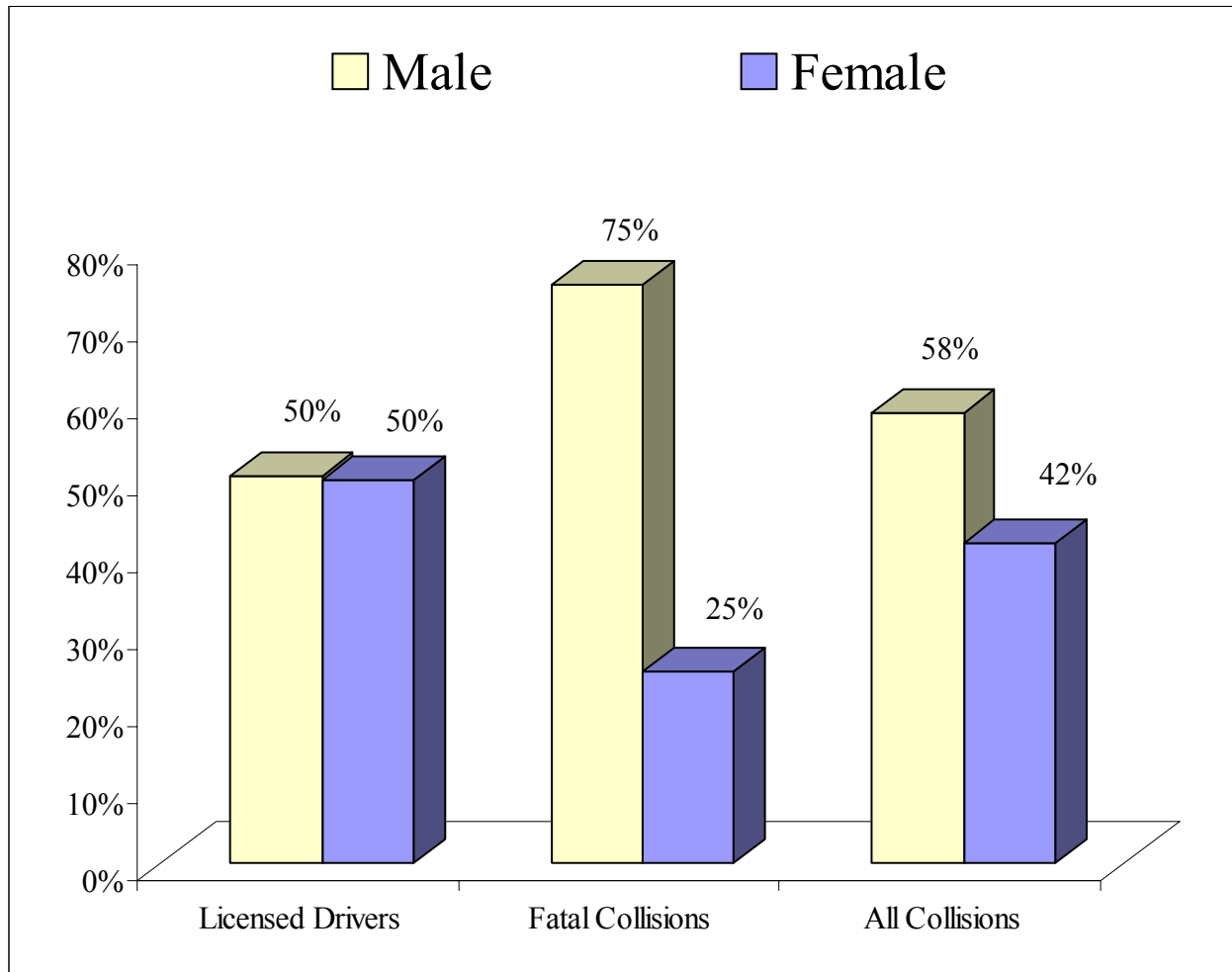
Drivers, ages 20-24, were also over-represented in traffic collisions. This age group comprised 10% of all licensed drivers, yet accounted for 15.5% of all collision-involved drivers and 15.4% of drivers in fatal and injury collisions.

Drivers, ages 45 and older, were under-represented in traffic collisions. This age group comprised 46.5% of all licensed drivers, yet accounted for only 29.7% of all collision-involved drivers and 30.0% of drivers in fatal and injury collisions.

## Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all collisions, and the percentage of drivers involved in fatal collisions. Males comprise just over 50% of the licensed drivers, but accounted for 58% of the drivers in all collisions and 75% of the drivers in fatal collisions.

Figure 9  
Comparison by Gender for Driver Licensure, and Collision Involvement: 2002



In 2002, males were 1.4 times more likely than females to be involved in any collision. Males were 3 times as likely as females to be involved in a fatal collision.

## Collision Involvement by Driver Age and Gender

Figures 10 and 11 show driver involvement by age and gender for all collisions and fatal and injury collisions. Figure 11 corresponds with the involvement numbers in table 16 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 19 year-old male drivers were involved in just over 2.5 times as many collisions as expected, while female 19 year-old drivers were involved in 2.0 times as many collisions as expected.

Figure 10  
Involvement by Driver Age and Gender in All Collisions: 2002

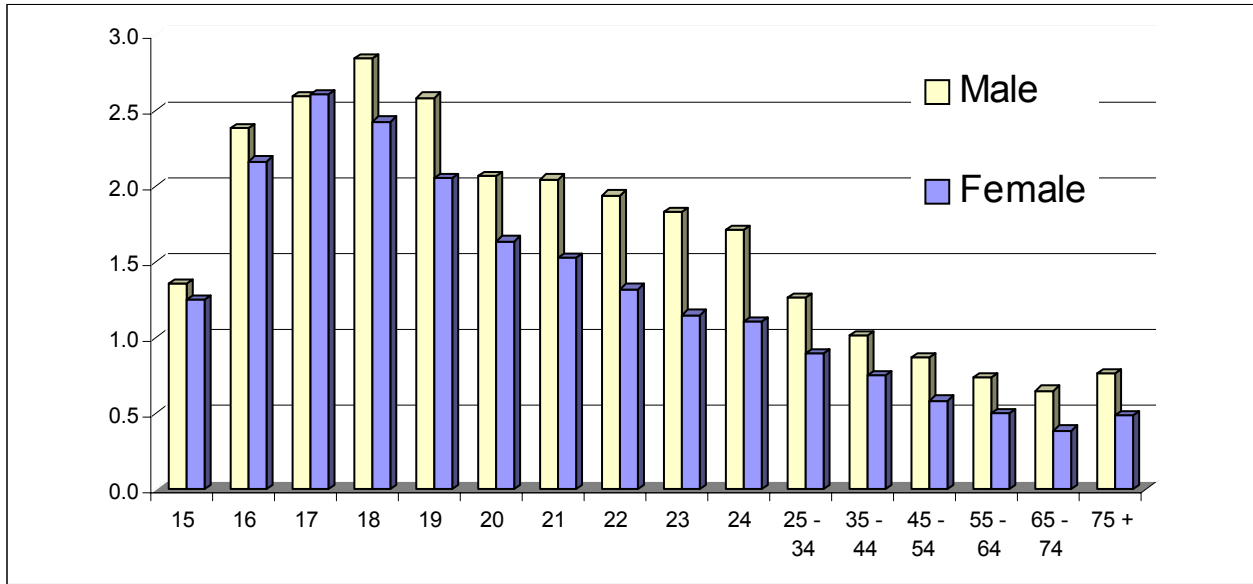
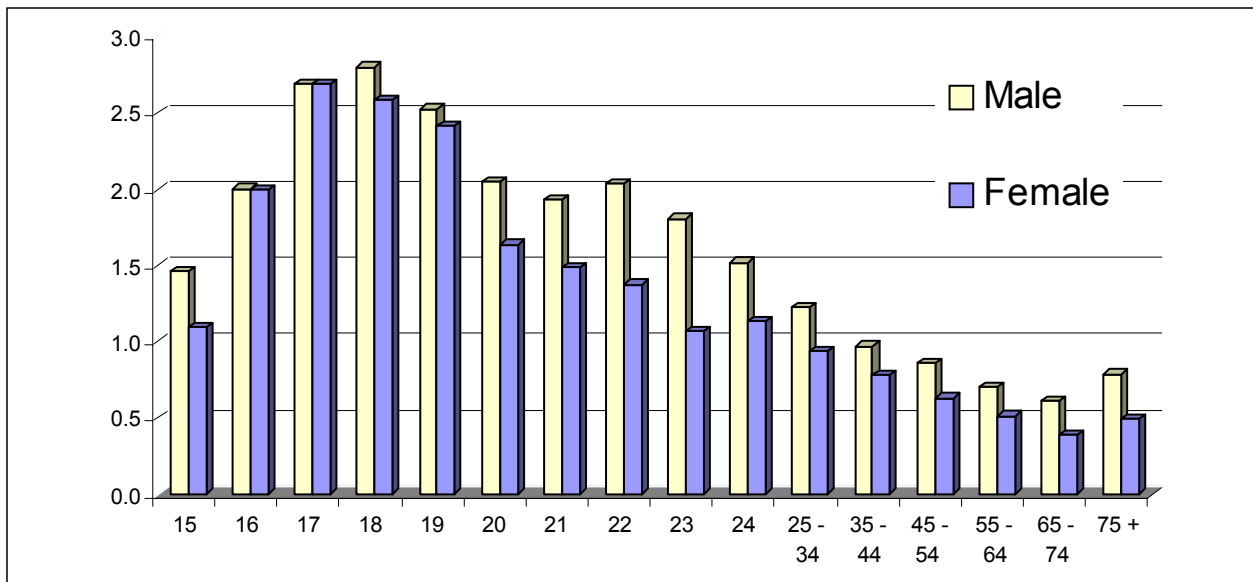


Figure 11  
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2002



## Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were cited in 2002 are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

| <b>Table 17</b><br><b>Top Ten Traffic Violations for Idaho Drivers: 2002</b> |                |                   |
|--|----------------|-------------------|
| <b>Violation Type</b>  | <b>Number</b>  | <b>% of Total</b> |
| 1. Basic Rule / Speeding Violations  | 86,077         | 48.2%             |
| 2. Safety Restraint Violations   | 28,975         | 16.2%             |
| 3. Insurance Violations  | 11,895         | 6.7%              |
| 4. Failure to Stop at Traffic Control Devices                                | 11,621         | 6.5%              |
| 5. Driving Under the Influence   | 7,320          | 4.1%              |
| 6. Driving Without Privileges - Suspended License                            | 4,968          | 2.8%              |
| 7. Following Too Close   | 4,327          | 2.4%              |
| 8. Reckless or Inattentive Driving   | 4,173          | 2.3%              |
| 9. Failure to Yield Right of Way   | 3,097          | 1.7%              |
| 10. Child Safety Seat Violations   | 1,895          | 1.1%              |
| All Other  | 14,140         | 7.9%              |
| <b>TOTAL</b>   | <b>178,488</b> |                   |

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 64% of all violations for 2002. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

| <b>Table 18</b><br><b>Selected Traffic Violation Rates for Idaho Licensed Drivers: 2002</b><br><b>(Per 100 Licensed Drivers)</b> |                         |  |                                |                    |                                |
|--|-------------------------|--|--------------------------------|--------------------|--------------------------------|
| <b>Age</b>   | <b>Basic Rule/Speed</b> | <b>Fail to Stop at Stop<br/>Sign and Signals</b> | <b>DUI<br/>Idaho Residents</b> | <b>Inattentive</b> | <b>Following<br/>Too Close</b> |
| 15   | 12.6                    | 2.8  | 0.2                            | 1.1                | 1.7                            |
| 16-19  | 25.0                    | 3.9  | 0.9                            | 1.8                | 1.8                            |
| 20-24  | 17.8                    | 2.2  | 1.6                            | 1.0                | 0.8                            |
| 25-34  | 11.4                    | 1.5  | 1.2                            | 0.4                | 0.5                            |
| 35-44  | 8.6                     | 1.0  | 1.0                            | 0.4                | 0.4                            |
| 45-54  | 6.2                     | 0.8  | 0.6                            | 0.2                | 0.2                            |
| 55-64  | 4.6                     | 0.6  | 0.3                            | 0.1                | 0.2                            |
| 65-74  | 2.7                     | 0.5  | 0.1                            | 0.1                | 0.1                            |
| 75+  | 1.5                     | 0.7  | 0.0                            | 0.1                | 0.2                            |
| Mean   | 9.2                     | 1.3  | 0.8                            | 0.4                | 0.5                            |

Younger drivers, especially those 16 to 19 years old, had violation rates well above the mean in areas consistently shown to be major contributing factors in collisions, i.e., speeding, inattention, following too close, and disregarding stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services Section of the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

Table 19 presents drivers license suspensions in Idaho for 2002. The table also reviews how frequently restricted driving privileges are granted when a driver's license has been suspended.

| <b>Table 19</b><br><b>Driver's License Suspensions by Violation Type: 2002</b>  |               |                             |
|---|---------------|-----------------------------|
| <b>Violation</b>  | <b>Number</b> | <b>% of All Suspensions</b> |
| Failure to Pay Fine   | 21,655        | 31.8%                       |
| Failure to Maintain Insurance   | 16,474        | 24.2%                       |
| Driving Under the Influence   | 7,263         | 10.7%                       |
| Administrative License Suspension (ALS)*  | 6,390         | 9.4%                        |
| Driving Without Privileges  | 5,592         | 8.2%                        |
| Underage Consumption or Possession of Alcohol or Tobacco  | 3,155         | 4.6%                        |
| Refused Evidentiary BAC Test  | 1,668         | 2.5%                        |
| Recurrence of Violation   | 1,511         | 2.2%                        |
| Family Responsibility Law   | 1,042         | 1.5%                        |
| Points  | 592           | 0.9%                        |
| Reckless Driving  | 561           | 0.8%                        |
| All Others  | 2,163         | 3.2%                        |
| <b>TOTALS</b>   | <b>68,066</b> | <b>100.0%</b>               |
| <i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i> |               |                             |

The two largest categories of suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 56% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions. Of the 68,066 license suspensions, 3% received some type of restricted driving privilege.

The ITD Economics and Research Section provide this information concerning driver's license suspensions. The Drivers Services Section provides the information on restricted driving privileges.